

An aerial, high-contrast black and white photograph of a road interchange, showing multiple lanes and overpasses. The image is positioned on the left side of the page, running vertically.

# ***Strategic Regional Arterial***

**ILLINOIS ROUTE 38 / Fabyan Parkway  
Randall Road to Interstate 294**



**OPERATION GREENLIGHT**

**Illinois Department of Transportation**

## Executive Summary

Since the early 1970's, development patterns have reflected a significant migration of people and employment from the City of Chicago to the surrounding suburbs. Though the region's population grew by only 4% during that period, the urbanized area increased by approximately 70%. The new development brought with it dramatically different travel patterns. While the principal transportation systems were designed to efficiently handle traditional suburb-to-city commuting patterns, significant growth occurred in suburb-to-suburb travel. These new travel demands overwhelmed the capacity of many of the region's expressways and arterial streets, causing traffic to spill over into adjacent neighborhoods as drivers sought to avoid congestion. Despite significant investments in transportation improvements over the last two decades, traffic congestion in the Chicago region has increased steadily.

Regional population and employment forecasts imply that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase as much as 24% between 1990 and 2020 which is four times the growth rate experienced between 1970 and 1990. Employment is expected to increase as much as 37% over the same period. Though growth will continue in the suburbs, significant infill growth is expected to occur in the City of Chicago and inner-ring suburbs as well. If the region's economic vitality and quality of life is to be preserved in the face of this expansion, significant improvements to transportation mobility must be achieved.

Transportation planning agencies have recognized that needed mobility improvements cannot be achieved solely through expansion of the region's expressway system. Thus, they are planning the creation of the Strategic Regional Arterial (SRA) system which is a comprehensive network of 1,340 miles of existing arterial highways in Northeastern Illinois. The SRA system is intended to supplement existing and proposed expressway facilities in accommodating long-distance, high volume automobile and commercial vehicle traffic. In order to meet the objectives of the SRA system, it will be necessary to transform the historic context of these arterial highways to one which emphasizes traffic mobility while still accommodating land access needs.

This report summarizes a planning study conducted for one of the routes on the SRA system: Fabyan Parkway/ IL Route 38 which extends between Randall Road and Interstate 294. The study developed a conceptual improvement plan which, when implemented, will significantly improve transportation mobility along the corridor. The study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements can be realized. Before constructing these improvements, detailed Phase I engineering and environmental studies as well as Phase II design activities must still be completed. The concept plan is primarily intended to serve as a guide for land use and access

decisions that will be made along the route between now and when an SRA improvement could actually be constructed. It is hoped that the long-range SRA plan for this route will be used by local agencies in their land use planning activities. Only with the support of the communities through which Fabyan Parkway/ IL Route 38 passes, can the ultimate improvement plan be realized.

The IL Route 38 SRA corridor was divided into six segments for the purposes of this study. Following is a summary of the major improvement recommendations within each segment.

**Segment 1: Fabyan Parkway - Randall Road to Kirk Road**

- Widen Fabyan Parkway to provide two 12-foot travel lanes in each direction separated by a 12-foot painted median.
- Provide B-6.24 curb & gutter for an enclosed drainage system.
- Maintain existing driveway access.
- Provide left turn channelization on Fabyan Parkway at major collector street intersections.

**Segment 2: Fabyan Parkway - Kirk Road to Roosevelt Road**

- Through Kane County, widen Fabyan Parkway to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median with B-6.24 curb & gutter for an enclosed drainage system.
- Through DuPage County, widen Fabyan Parkway to provide two 12-foot lanes in each direction separated by an 18-foot barrier median with 10-foot shoulders and an open ditch drainage system.
- Acquire five to fifteen feet of additional right-of-way on each side through DuPage County.
- Proposed barrier median will restrict future driveway access and minor streets to right-in/right-out.

**Segment 3: IL Route 38 - Fabyan Parkway to Winfield Road**

- Widen IL Route 38 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median.
- Provide B-6.24 curb & gutter for an enclosed drainage system.
- No right-of-way acquisition needed except for intersection widening.
- Realign Gary's Mill Road to provide split "T" intersections.
- Restrict driveway access and minor streets to right-in/right-out.
- Provide a 30-foot barrier median at Winfield Road to accommodate dual westbound left turn lanes.

**Segment 4: IL Route 38 - Winfield Road to IL Route 53**

- From Winfield Road to Schaffner Road, provide two 12-foot lanes in each direction separated by a 4-foot painted median. Restrict driveways and sidestreets to right-in/right-out.

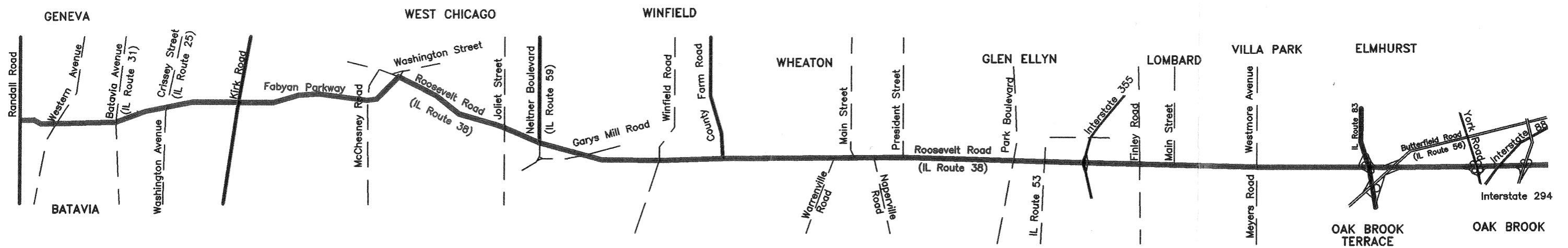
- From Schaffner Road to IL Route 53, provide two 11-foot lanes in each direction separated by an 11-foot painted median.
- Provide a 28-foot barrier median at County Farm Road to accommodate dual left turn lanes.
- Provide B-6.24 curb and gutter for an enclosed drainage system.
- Proposed right-of-way width is 66 foot minimum west of Schaffner Road and 74 foot east.
- Consolidate driveway access where feasible.

**Segment 5: IL Route 38 - IL Route 53 to Michigan Avenue**

- Along IL Route 38, provide two 12-foot lanes in each direction separated by a 16-foot mountable median.
- Provide B-6.24 curb and gutter for an enclosed drainage system.
- Provide 6.5 feet behind the back of curb for sidewalk, signing and utilities. Grading easements will be required.
- Only scattered right-of-way acquisition required.
- Consolidate driveway access where feasible.

**Segment 6: IL Route 38 - Michigan Avenue to Interstate 294**

- This segment already meets the SRA standards. The existing cross section and access control will be maintained.



## LEGEND

- SRA ROUTE
- - - OTHER CROSSING ROUTES
- OTHER SRA ROUTES